

# The Hongkong Telegraph.

No. 244.

SATURDAY, NOVEMBER 4, 1882.

FIVE DOLLARS  
PER QUARTER.

## For Sale.

LANE, CRAWFORD & CO.

### CHRISTMAS CARDS.

NOW ON VIEW.

(FOR THE XMAS. MAIL, LEAVING HONGKONG  
20TH NOVEMBER.)

### A VERY CHOICE ASSORTMENT

OF

CHRISTMAS, NEW YEAR,

AND

BIRTHDAY CARDS,

Selected in the Best Houses of

LONDON AND NEW YORK.

In the most Lovely Shades and Tints, and for

Design and Artistic Finish Unparalleled by

any yet Shown.

LANE, CRAWFORD & Co.

Hongkong, 30th October, 1882. [296]

## Insurances.

THE Undersigned have been appointed  
AGENTS to the NEW YORK BOARD  
OF UNDERWRITERS.

ARNHOLD, KARBERG & CO.

Hongkong, 15th June, 1881.

### RECORD OF AMERICAN AND FOREIGN

SHIPPING.

Agents,

ARNHOLD, KARBERG & Co.

Hongkong, 15th June, 1881. [457]

## NOTICE.

THE MAN ON INSURANCE COMPANY,

LIMITED.

(CAPITAL SUBSCRIBED.....\$1,000,000.)

The above Company is prepared to accept

MARINE RISKS AT CURRENT RATES ON GOODS,

&c. Policies granted to all Parts of the world

payable at any of its Agencies.

WOO LIN YUEN

Secretary.

HEAD OFFICE,

No. 2, QUEEN'S ROAD WEST.

Hongkong, 1st February, 1882. [81]

### YANGTZE INSURANCE

ASSOCIATION.

CAPITAL (Fully Paid-up).....Tls. 420,000.00

PERMANENT RESERVE.....Tls. 230,000.00

SPECIAL RESERVE FUND.....Tls. 290,553.95

TOTAL CAPITAL AND

ACCUMULATIONS, 8th

May, 1882.....Tls. 940,553.95

## DIRECTORS.

H. DE C. FORBES, Esq., Chairman.

J. H. PINCKVOSS, Esq. W. MEYERINK, Esq.

A. J. M. INVERARITY, Esq. G. H. WHEELER, Esq.

HEAD OFFICE—SHANGHAI.

Messrs. RUSSELL & Co., Secretaries.

LONDON BRANCH.

Messrs. BARKING BROTHERS & Co.,

Bankers.

RICHARD BLACKWELL, Esq., Agent,

68 and 69, Cornhill, E.C.

POLICES granted on MARINE RISKS to all

parts of the World.

Subject to a charge of 12 per cent. for Interest

on Shareholders' Capital, all the PROFITS of the

UNDERWRITING BUSINESS are annually

distributed among all Contributors of Business (whether

Shareholders or not) in proportion to the

premium paid by them.

RUSSELL & Co.,

Agents.

Hongkong, 13th May, 1882. [53]

## GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY,

(LIMITED.)

CAPITAL TAEI 600,000, EQUAL \$333,333.33.

RESERVE FUND.....\$70,858.27.

## BOARD OF DIRECTORS.

LEE SING, Esq. LEE SAT LAU, Esq.

LO YOK MOON, Esq. CHU CHIK NUNG, Esq.

MANAGER.—HO AMEL.

MARINE RISKS ON GOODS, &c., taken at

CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST.

Hongkong, 1st September, 1882. [601]

## Intimations.

G. FALCONER & CO.

WATCH AND CHRONOMETER

MANUFACTURERS

AND

JEWELLERS.

NAUTICAL INSTRUMENTS,

CHARTS AND BOOKS.

No. 45, QUEEN'S ROAD CENTRAL. [434]

### INTERNATIONAL

NOVELTY COMPANY.

KOOLANGSOO, AMOY, (CHINA.)

IMPORTERS OF EUROPEAN

AND

AMERICAN NOVELTIES.

EMILE PFANKUCHEN,

Manager.

Amoy, 22nd August, 1882. [527]

## Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions

from H.M. NAVAL STOREKEEPER to Sell

by Public Auction, on

TUESDAY,

the 7th November, 1882, at Noon, at

H.M. Naval Yard,

SUNDRY CONDEMNED STORES, &c.,

comprising—

OLD IRON, INDIA RUBBER, CANVAS,

RAGS, PAPER STUFF, DISCUTS, CHOCO-

LATE, IRON MEASURES, BLOCKS.

APPARATUS FOR CLEANING SHIP'S

BOTTOM.

&c., &c.

TERMS—Cash.

J. M. ARMSTRONG,

Government Auctioneer.

Hongkong, 27th October, 1882. [721]

## PUBLIC AUCTION.

VALUABLE PROPERTY,

IN JERVOIS STREET & QUEEN'S ROAD

CENTRAL.

THE Undersigned will Sell by Public Auction, on

WEDNESDAY,

the 15th day of November, 1882, at THREE P.M.,

on the Premises—

By ORDER OF THE MORTGAGEES.

1ST LOT.—ONE HOUSE in Jervois Street, No.

68, and ONE HOUSE in Queen's Road

Central, No. 201, measuring North 15 feet,

South 17 feet, East 55 feet, West 64 feet or

885 square feet. Yearly Crown Rent

£2.16.2, Registered as INLAND LOT No.

117, for 999 years from the 26th June, 1843.

2ND LOT.—ONE HOUSE in Jervois Street, No.

74, and ONE HOUSE in Queen's Road

Central, No. 203, measuring on the North

15 feet, South 17 feet, East 64 feet, West 72

feet. Yearly Crown Rent £3.3.6, Registered as

INLAND LOT 117A, for 999 years from the

10th September, 1845.

3RD LOT.—ONE HOUSE in Jervois Street, No.

72, and ONE HOUSE in Queen's Road

Central, No. 205, measuring on the North

side 15 feet, South 16 feet, East 62 feet,

West 70 feet, or 1,100 square feet. Yearly

Crown Rent £3.11.7, for 999 years from the

26th June, 1843.

For Further Particulars and Conditions of Sale,

apply to

J. M. GUEDES,

Auctioneer.

Hongkong, 23rd October, 1882. [710]

## PUBLIC AUCTION.

THE Undersigned has received instructions

from the MORTGAGEES to Sell by Public

Auction, on

SATURDAY,

the 18th day of November, 1882, at THREE P.M.,

ALL that PIECE or PARCEL of GROUND

Registered in the Land Office as INLAND

LOT No. 344, measuring 100 feet North side

54 feet, South and East 54 feet, North and

East 66 feet, South and West 95 feet.

Together with the 2 HOUSES known as

Nos. 29 and 31 in Mosque Street.

For Particulars, apply to

J. M. GUEDES,

Auctioneer.

Hongkong, 1st November, 1882. [725]

## Intimations.



### GOVERNMENT NOTIFICATION.

THE Officer Administering the Government

INVITES RESIDENTS OF HONGKONG

who may be desirous of forming themselves into a

NEW CORPS OF HONGKONG VOLUN-

TEERS to send in their Names to the ACTING

COLONIAL SECRETARY.

It is proposed that a CORPS of VOLUNTEER

ARTILLERY should be formed to be commanded

by an Officer of the Royal Artillery whose Ser-

vices will, by permission of His Excellency the

MAJOR GENERAL COMMANDING, be available

for this purpose in the event of a sufficient num-

ber of Names being enrolled.

Information respecting the assistance which

Government is prepared to offer with the view

of encouraging the formation of a NEW CORPS

will be obtained on Application to the ACTING

COLONIAL SECRETARY.

By Command,

FREDERICK STEWART,

Acting Colonial Secretary.

Colonial Secretary's Office,

Hongkong, 27th October, 1882. [716]

### UNION INSURANCE SOCIETY OF

CANTON, LIMITED.

#### NOTICE TO SHAREHOLDERS.

A SECOND INTERIM BONUS of Five

per cent. upon CONTRIBUTIONS, and a

SECOND DIVIDEND of THIRTY DOLLARS per

Share for the year 1881, will be payable on

SATURDAY, the 25th instant.

Warrants may be had on application at the

Office of the Society on and after that date.

By Order of the Board,

DOUGLAS JONES,

Acting Secretary.

Hongkong, 28th October, 1882. [719]

### THE UNION INSURANCE SOCIETY OF

CANTON, LIMITED.

NOTICE is hereby given that an EXTRA-

ORDINARY GENERAL MEETING

of the UNION INSURANCE SOCIETY OF

CANTON, LIMITED, will be held at the

Society's Head Office, Hongkong, on SATUR-

DAY, the 11th day of November, 1882, at 12

O'CLOCK Noon, for the purpose of Confirming

as Special Resolutions the Resolutions for the

Amendment of the Society's Articles of Association

passed at the EXTRAORDINARY GENERAL

MEETING of the Society held on FRIDAY, the

27th day of October, 1882.

By Order of the Board,

DOUGLAS JONES,

Acting Secretary.

Hongkong, dated the 28th day of October, 1882.

### MR. A. HAHN'S

DANCING CLASSES.

HAVE BEEN OPENED

THURSDAY.

For Terms, &c., apply to

A. HAHN,

No. 8, Beaconsfield Arcade.

Hongkong, 1st November, 1882. [722]

## Intimations.

THE CHEAPEST HOUSE IN THE EAST.

FOR BOOKS, STATIONERY, MUSIC AND MUSICAL INSTRUMENTS, FANCY GOODS,

ARTISTS MATERIALS, &c., &c., &c.

## W. BREWER.

No. 15, QUEEN'S ROAD CENTRAL.

ALL the Newest Books in every Department of Literature. Every variety of Stationery,

including Mercantile and Fancy Note and Letter Papers of every description;

Visiting, Menu and Programme Cards in great variety.

Account Books, Ledgers, Cash Books, &c., &c., of European Manufacture.

All the Newest Music of the day by the most Popular Composers.

Sole Agents for Kirkman's celebrated Pianos, Concertinas, Accordions, and Antophones.

Every description of Fancy Goods and Smoker's Sundries.

A fine assortment of Christmas Cards and Motives. Lett's and Smith's Diaries for 1883.

Printing and Bookbinding in all their Branches.

Price Lists of Magazines and Newspapers may be had on application.

The Discount System will be introduced as far as practicable in the East, and 10 per cent. will be

ALLOWED OFF ALL GOODS FOR CASH.

Hongkong, 19th October, 1882. [703]

## "NOVELTY STORE."

MARINE HOUSE, QUEEN'S ROAD.

TO Clear Old Stock, the following are offered for a short period at greatly reduced rates—

TWO SHILLING NOVELS

QUIDA, BESANT AND RICE, PAYN, COLLINS, &c.

AT

FIFTY CENTS EACH.

T A U C H N I T Z NOVELS

AT

THIRTY CENTS EACH.

ALSO,

FRENCH NOVELS

BY

EMINENT NOVELISTS,

AND

BOUND VOLUMES OF ILLUSTRATED LONDON NEWS AND PUNCH FROM 1864 TO 1878,

AT VERY CHEAP PRICES.

S. MEYERS,

Manager.

Hongkong, 9th October, 1882. [661]

## SAYLE & CO.'S SHOWROOMS.

## SAYLE & CO.

WE HAVE PLEASURE IN ANNOUNCING A SPECIAL SHOW

OF

FANCY GOODS SUITABLE FOR PRESENTS, ON AND AFTER

TOMORROW, TUESDAY,

THE 24TH OCTOBER, 1882.

CLOCKS, DRESSING CASES, AND CABINETS.

WRITING DESKS AND BLOWERS.

ORNAMENTAL BRUSH BRACKETS.

ILLUMINATED ALBUMS.



## Announcements.

GARDEN SEEDS.

SEASON 1882-3.

A. S. WATSON &amp; CO.

HAVE LATELY RECEIVED  
AND  
OPENED  
OUTTHEIR NEW SEASON'S  
SUPPLY OF  
VEGETABLE AND FLOWER SEEDS.

CATALOGUES SUPPLIED ON APPLICATION.

VEGETABLE PARCEL OF 50 PACKETS.

PRICE ..... \$7.50.

FLOWER PARCEL, PRICE ..... \$10.00.

FLOWER PARCEL HALF SIZE, PRICE..... \$5.00.

SINGLE PACKETS AT PRICES  
AS PER LIST.A. S. WATSON & Co.,  
HONGKONG DISPENSARY,  
HONGKONG.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &amp;c., be addressed to the "Manager, Hongkong Telegraph" and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writers, not necessarily for publication; but as evidence of good faith.

Whilst the columns of the Hongkong Telegraph will always be open for the free discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

## TO ADVERTISERS.

Advertisers are requested to forward all notices intended for insertion in that day's issue not later than THREE O'CLOCK so as not to retard the early publication of the paper.

## TO SUBSCRIBERS.

Arrangements have been made to publish The Hongkong Telegraph daily at 4 P.M. Subscribers in the central districts who do not receive their copies before FIVE O'CLOCK will oblige by at once communicating with the Manager.

## The Hongkong Telegraph

HONGKONG, SATURDAY, NOVEMBER 4, 1882.

THE "Egyptian Question" has been discussed in all its bearings by the press in every part of the world, and probably the keen interest taken by foreign journals in clearly explaining the actual situation, and suggesting so-called satisfactory solutions of what is undoubtedly a most intricate political problem, is easily understood when the important character of the vast interests at stake is calmly considered. It is universally admitted, even by those who hate us in their heart of hearts, that Great Britain's stake in Egypt towers above all others, rendering her supremacy along the line of the Suez Canal not merely expedient, but an absolute necessity. All may appear plain sailing at present; rebellion, or rather what was most erroneously styled rebellion by excited partisans, has been crushed; the victorious British have their iron grasp on the land of the Pharaohs, and their puppet the Khedive, guarded by British bayonets, is once again secure in Cairo. This, on the surface, is promising enough. But a final settlement of the Egyptian Question is practically as far off as ever; and there are such grave difficulties, such apparently insurmountable obstacles—in the shape of opposing interests—in the way, that the diplomatic negotiations now under weigh are naturally regarded with mixed feelings of interest and apprehension. An article on the subject in the August number of the *American Exporter*—written long before the collapse of Arabi's feeble and badly managed resistance, and dealing with the commercial aspect of the affair—places great Britain's necessities in the plainest possible light. This article, if the writer does at times exhibit a spirit of partiality which is easily understood, deals so practically with the question generally, but more especially as regards Great Britain's responsibilities, as to warrant its reproduction. A clearer statement of the immense stake we have in holding the gateway of the East has not appeared in print. After doubting whether the aspect of affairs in Egypt can be discussed from any other than a commercial standpoint, our contemporary proceeds to say that it is not necessary to go back to the crusades, and learnedly follows up the generations, step by step, with the Cross and the Crescent mingling in fanatical strife, to understand the outbreak in Egypt. Its cause is the Suez Canal, and its object the subjugation of the country, that England may hold the key to the Orient; and all the magnificent wrangling of British and French correspondents to excite the hostility of Christendom, against the Mohammedan, cannot raise the question above this—a wise and far-seeing policy as far as

England is concerned—that Egypt is necessary to the continued supremacy of British commerce. As far as the pride of arms and the winning of new naval and military glory are concerned, England does not care a jot—the seas proclaim the one, and a thousand battle-fields proclaim the other. But neither her prestige nor her glory can keep her calico in India, nor her opium and calico in China, nor millions of artisans employed in her home industries, unless she holds the great avenues to the world's markets, and Egypt and the Suez Canal are worth more to her to-day than a million of soldiers and a fleet of iron-clads.

Give her Egypt, and she can afford to sacrifice a few English, Irish, Scotch and East Indian soldiers, and billions of pounds sterling. Indeed, she has too many men for her comfort, and the killing of many to win a commercial victory would be far more profitable than forcing them to emigrate to the United States, where they would be sure to swell the ranks of her great commercial rival; and as far as money is concerned, the more she spends the more she gets. She is the world's pursuer; and, like the free agent, spending other people's money is of no consequence.

During the past ten years England has imported merchandise to the value of \$1,801,563,000, or more than she has exported, and has imported gold and silver during the same period to the amount of \$75,000,000 more than she has exported. Thus, we see that the world has given her merchandise in ten years to an amount greater than twice the public debt of the United States, and instead of demanding money therefor, has actually paid her \$75,000,000 for receiving the merchandise. What, then, is money to a nation like this, which holds the key to the world's treasury? Nothing! What are men to her, either, when her statesmen announce that the kingdom must get rid of \$5,000,000 of its subjects for the safety thereof? Nothing, absolutely nothing; but the Suez Canal is one of the principal arteries which supply blood to her commercial heart, and the closing of this artery would cause more disorganization of her system than the killing of many of her people.

The Suez Canal enriched England and France, yet England and France secured a mortgage upon Egypt for the money spent in Egypt's ruin. The slaves of the South were happy and prosperous in the old slave times, compared to the poor Egyptians under the taskmasters of the money-lenders of England and France, and they bore their servitude until even the debased human nature of these poor fellows could bear no more, and ARABI PASHA is but the voice and soul of Egypt, crying out and protesting against "foreign oppression."

We fully endorse the opinion of the *Indian Daily News* that there are very few people who will find fault with Admiral Seymour's reluctance to accept a peerage. For what could he have accepted the honour? For his services at Dulcigno?—for the bombardment of Alexandria?—or for the support he rendered the army? For the bombardment of Alexandria, followed as it was by lamentable excesses, he was not sufficiently strong to check,—"how could he accept a reward equal to that which NELSON received for such a victory as the battle of Aboukir? His sailor's heart would think scorn of himself, and in the navy he would be regarded as a very miniature Nelson indeed. The very idea of offering Admiral Seymour a peerage under the circumstances betrays the weak fibre and sentimental nature of those who offered it. In the case of Sir GARNET WOLSELEY, the precedent is the other way. Although GOUVERNEMENT was only made a peer for the desperate fighting in the Punjab, and although PICTON fell at Waterloo without having earned a peerage, still General NAHRA was made Lord NAHRA of Magdala because the strength of Abyssinia withered at Argees as the strength of Egypt withered at Tel-el-Kebir. The collapse of Abyssinia and the collapse at Tel-el-Kebir are sufficiently alike to make one serve usefully as a precedent to the other; but neither event is of a character which would have won a peerage in the older days, or in the stubborn struggle of the great French war. Sir GARNET WOLSELEY has been wonderfully lucky, and that is all, perhaps, that need be said; and he may, perhaps, be considered to have won his peerage as much by his services at the War Office as in Egypt. And lastly, perhaps, he has been made a peer in accordance with the Irishman's definition of gratitude—in anticipation of victories to come. We may, perhaps, be disinclined to worship mere success, but we cannot see that the operations in Egypt were any great feat in war, and we are very certain that against any other enemy, including the Turks, the capture of Tel-el-Kebir would not have been followed by the collapse of the Egyptian army, or the treacherous quiescence of the Egyptian people.

## TELEGRAMS.

LONDON, October 31st.  
THE SOCIALIST MOVEMENT IN FRANCE.  
Confidence is reviving at Lyons. No outbreak has taken place.

THE REORGANIZATION OF THE EGYPTIAN ARMY.

The *Times* in a leading article announces that the British Government disapproves of Baker Pasha's scheme.

LONDON, 1st November.  
FRANCE AND EGYPT.

The French Comptroller-General will not be admitted henceforth to the sittings of the Egyptian Ministry.

LONDON, 2nd November.  
ENGLAND, TURKEY AND EGYPT.

The British Ambassador to Turkey proceeds to Egypt to conduct the negotiations for the settlement of affairs; the Porte objects.

## LOCAL AND GENERAL.

THE *Mercury* bears that Tso Tsung-t'ang has sent a dispatch to Shanghai asking the Consuls to take away the telegraph wires, as these things are not permitted in China.

WE are requested to state that the evening service in St. John's Cathedral will begin at a quarter to six to-morrow, and during the winter months, instead of five o'clock as in summer.

WE hear that Mr. Horspool, Chief Inspector of Police, has been appointed clerk and accountant to the Government Fire Brigade, in place of Mr. Parker, who is about to proceed home on twelve months' leave of absence.

No telegrams of to-day's Shanghai Races had come to hand when we went to press. The Llama Miao Stakes was won by Helios, the Mongol Cup by Forest King, the Autumn Cup by Strathros, and the Sycee Stakes by Rialto.

WE are informed by the acting General Manager of the E. E. & C. Telegraph Company that a telegram received from the Manila Observatory at 12.20 P.M. to-day, states that another storm is raging to the S.E. of Manila, near to the coast. The storm is moving very slowly, and its direction appears to be to the W. & N.

A MISCREANT, a servant, who had the conscience to steal a fiddle from the hand of a poor blind Chinaman yesterday, the instrument constituting her means of livelihood, was sent to six months' hard labour this morning by Captain Thomsett, who expressed his regret that he could not punish the fellow more severely.

THE Chinese steward of the steamship *Amoy*, aged 22 years, was found dead in his berth on board this morning, appearances pointing to opium having been the destroying agent. Foam was issuing from the deceased's mouth, and opium was found in a cup in the room, suspended on the wall behind a picture. The body was sent to the Civil Hospital, where an inquest has been ordered for this afternoon.

MILITARY critics assert that the Egyptian campaign has demonstrated the vast superiority of the shrapnel over the Krupp percussion shells. The English fired without haste, as the consumption of ammunition by rifles averaged eight rounds per man. The British soldiers showed great kindness to the wounded Egyptians. Many gave away their water bottles, which, under such a sun, were a prime necessity for their own use. The prisoners all expected instant death.

THE following is the disposition of the vessels forming the China squadron. *Iron Duke*, *Cleopatra*, *Champion* and *Sheldrake*, at Shanghai. *Moorhen* and *Daring* at Yokohama. *Zephyr* and *Albatross* at Chefoo. *Flying Fish* and *Mangle* surveying at Korea. *Pegasus* and *Fly* at Singapore. *Lily* en route for Hongkong. *Foxhound*, *Kestrel* and *Victor Emmanuel* at Hongkong. *Wolver*, *Midge*, *Esk* and *Towed*, in reserve at Hongkong. *Swift* and *Vigilant* at Shanghai. *Linnet* and *Audacious* en route for Singapore. *Encounter* en route for Hongkong. *Curacao* at Nagasaki.

ABOUT half past 3 o'clock yesterday afternoon a cry of "steal thing" was raised in Queen's Road, a Chinaman having been eased of his watch by a hawk, who was making off as fast as his legs would carry him. Three Chinese constables hearing the cry and seeing the hawk make tracks, started in pursuit of him, and after an exciting chase up Aberdeen Street, into Gage Street, and down Peel Street, the man was eventually overhauled in Gilman's Bazaar, one of the lukongs succeeding in grasping him by the pigtail, which he held with one hand, while he pressed his head downward with the other to prevent his turning upon him. Police Constable EUGENSON, No. 99, one of the last draft from home, happening to be walking in plain clothes near the scene of the occurrence, came up while the hawk was in the lukong's grip, and clasped the former, in front, round the arms and body to prevent his escape. While doing so, the hawk managed to get one of his arms partially free, and, with a dagger which he had concealed in his sleeve, stabbed EUGENSON in the right breast, near the nipple. EUGENSON fell to the ground on receiving the stab, blood issuing from the wound, but quickly recovered himself and proceeded to the Central Station with the prisoner and the Chinese constables, whence Mr. Horspool, Chief Inspector, sent him to the Civil Hospital. The wound, so far as we can learn, is not a dangerous one, but the hawk is doubtless not to be blamed for that. He was brought up before Captain Thomsett this morning, when the case was remanded for a week, EUGENSON being still in hospital. The prisoner is a strongly built Chinaman, with a villainous cast of countenance, and has seven previous convictions against him for larceny from the person, and being in possession of housebreaking implements, &c. He was sentenced to five years' penal servitude in 1878, and did six months' hard labor in February last. We trust he will get a dose this time that will preclude his again preying on society for a great many years.

THE dead body of a newly born male infant (Chinese), in an advanced stage of decomposition, was found floating in the harbour this morning, and was consigned to mother earth. Von Stolberg wrote:—

"Mother earth she gathers all  
Into her bosom great and small,  
O, could we look into her face,  
We should not shrink from her embrace."

We emphatically dissent from the Von's ruling, as we should decidedly shrink from her cold, repellent embrace though we were allowed to look ever so earnestly into her uninviting "phizog."

It will be observed from an Indian telegram published in another column, that Sir Julian Pauncefote has been appointed Permanent Under Secretary for Foreign Affairs, in place of the late Lord Tenterden. Considering the experience Sir Julian has already had in the Foreign Office, this appointment is a most sensible act on the part of the Government, and will, no doubt, give general satisfaction. Our Shanghai contemporaries, who confidently predicted a short time ago that Sir Julian Pauncefote would succeed Sir Thomas Wade at Peking, were evidently only trying their hands at political speculation.

As an addendum to the *captioned* telegram announcing the victory of White Knight in the Shanghai St. Leger, last night's *China Mail* says:—"A most popular win, as this is the first St. Leger won by Mr. Henry in Shanghai." With regard to this, we would like to ask our enterprising evening contemporary two simple questions. They are—where was the information obtained that the win was "a most popular" one? and—in what other part of the world has Mr. Henry won a St. Leger? We consider it probable that the success of such a thorough sportsman as Mr. Henry would be popular, but we are also positively certain that the *China Mail* did not receive a telegram from Shanghai stating that such was actually the case.

A SEAMAN named Thomson, belonging to the *Mary Stewart*, appeared at the Police Court this morning before Captain Thomsett, who had sent for him in consequence of a complaint made against him yesterday by the captain of the ship. Captain Thomsett, addressing the man, told him the captain had complained of his making himself very disagreeable, quarrelling with everybody on board, and that when the Doctor wanted to cut his bad finger, he would not allow him. (One of the man's fingers is much swollen, suppurating being in progress).—Thomson was proceeding to say that the captain had made some agreement with the Doctor to his (Thomson's) disadvantage, when Captain Thomsett interrupted, and told him it was all nonsense, that he knew Dr. Stockwell, who would not make any such agreement. He ordered Thomson to go on board his ship, and warned him that if he gave any more trouble he would be brought before the Court as a prisoner.

## SHANGHAI.

His Excellency Count de Luca, Italian Minister, arrived here from Tientsin this afternoon by the *Fungshan*.

A Patent slip, capable of taking cargo boats and yachts of 100 tons burthen is about to be built at Pootung by Mr. J. F. Mitchell.

Mr. L. C. Hopkins, a second class assistant, has been sent to Ningpo to take charge of the British Consulate there, till the arrival of Mr. Cooper, now on his way out.

We have been shown the plans and a model of a new mode of defensive armaments for ships of war, the invention of Mr. J. W. Marsh of Shanghai. It is claimed for the invention, that it not only affords greater resisting power, in the proportion of 3 to 1, as compared with armour-plated ships at present in existence, but also affords greater buoyancy to the ship. This new method can be applied to all classes of ships, whether building or already built. The invention is being registered by Mr. Marsh at the United States Consulate here.

A collision, although not of a very serious nature, occurred on the river this morning between two boats. It appears that the *Sewoo* came up the river about that time, on a strong flood tide, and in swinging round, got across the bows of the steamer *Assalia*, anchored off the Old Dock. The damage to the latter steamer was very slight, but the *Sewoo* was not so fortunate, as she had four or five plates stove in and one of her frames broken, on the port side, and the rails considerably smashed up. It is fortunate that all the damage done is above the water line.

Quite a number of house boats are being got ready for up-country trips by those who do not care to attend the Races. A gentleman lately returned from the country states that just before he got to the Tai-hu, or as it is called by foreigners, the Tai-hu lake, a mandarin boarded his boat and stated that there were pirates on the lake and advised him not to proceed. The foreigner did not pay much attention to this, but he had to turn back, as he could not get his boat under one of the bridges. Of course, there is more than one way to the Tai-hu. Game is plentiful in the vicinity of the lake.

Chief Justice HANSEN delivered judgment this afternoon in the three actions arising out of the collision between the *P. & O.* steamer *Pekin*, the sailing vessel *Halite E. Tapley*, and the tug-boat *Ewa*. The case was only concluded yesterday, and the judgment was not written. Owing to its length, we are unable to transcribe our shorthand notes in time for this evening's paper, but a verbatim report of his Lordship's speech, officially revised, will appear in to-morrow's *Courier*. The *Pekin* is held solely to blame for the collision, no blame whatever being attributed to either the *Halite E. Tapley* or *Ewa*. His Lordship only allowed one set of costs against the *Pekin* from the time that the separate actions instituted by the *Ewa* and *Halite E. Tapley* were consolidated.—*Courier*.

Li Hung-chang has ordered 25 new Krupp guns for Kirin. They are to be of steel of the finest quality, on account of the severe cold there during the winter.

Tso Tsung-t'ang is sick. He wants to resign his office. The Emperor reprimanded Peng Yulin and the officials who petitioned against him, but will still insist upon resigning, we hear, to retire into private life.

Thirty-three galleons were shipped from the North a few days ago by the *Neuchuang*; they had a very rough passage, and thirteen of them died. Those that were landed arrived very much injured, and one died after landing. Fifty-one more came per *Chinking* yesterday. One of them was for Mr. Bill, and whilst he was being lifted up by the slings, he was allowed to fall down again into the hold; he broke his leg and had to be shot. Eighteen of them will be put up to auction to-morrow morning at 8.15 at Loong-tse.

We regret to have to announce the death of Mr. W. T. Milley, manager of our printing office. He was a native of Newfoundland; he

came out to China some 12 years ago, and has been in the employment of various newspaper offices in Shanghai ever since; first in the *Shanghai Courier* office, when it was conducted by the late Mr. Lang; then in the *North China Herald* office. In May 1880, he became manager of this office and we feel the loss of a valuable and conscientious workman, who carefully watched the interests of his employers, and thoroughly understood his business. He had long been in failing health, and his death was not unexpected. He leaves a wife and three children to mourn his loss; they are now on their way out from England.—*Mercury*.

## CHEFOO.

24th October, 1882.  
Admiral Ting and Captain Claxson arrived from Corea in the Chinese gunboat *Yang Wei* on the 18th inst.; the former left to-day via Port Arthur for Tientsin; the latter took command of the training ship *Wei Yuen*.

After several days of rather warm weather with light southerly winds, a strong N.W. gale set in on the 12th, which only abated yesterday. Three sailing vessels put in here in distress; the British bark *Queen of India* from Shanghai, for Newchwang, with loss of sails; German bark *Talte* from Hongkong for Newchwang, with loss of sails and other damage; and German bark *Alma*, from Newchwang for Hongkong, leaky.

The British bark *Rachel*, from Amoy for Newchwang, anchored under the bluff, wind-bound.

No casualties happened to the shipping during the gale; part of the Customs Jetty broke down, washed away by the heavy sea; the beacon on the Fairway rock has also been washed away.

Men-of-war in port.—British *Albatross*; Chinese *Wei Yuen*, sailing vessels 17.

During the gale the thermometer has been down to 64°.

The British s.s. *Neuchuang*, from Tientsin for this port, encountered the full force of the gale and had her anchor in lat. 37° 48' N. and longitude 120° 03' E.; she saw two sailing vessels, far to leeward, in a very dangerous position, during the very strength of the gale; no further reports have yet been received about them.

According to news from Corea, all seems to be quiet there; General Wu has taken again command of the Chinese troops which are encamped in the vicinity of Seoul.—*Mercury*.

[FROM OUR CORRESPONDENT.]

28th October.  
Since my last two more sailing vessels put in here in distress, the German brig *Peter*, leaky, having experienced the full strength of the gale of 21st instant, and having collided with a junk off the bluff; and the Siamese bark *Tay-wat*, with loss of sails; both vessels are bound for Newchwang.

The German bark *Alma* discharged part of her cargo, and the *Peter* all her cargo, enabling the surveyor to overhaul them properly.

An entertainment was given last night in the Seamen's Hall by the men of H.M.S. *Albatross*, which turned out quite a success.

The weather has been unsettled during the last days, and another northerly gale is to be expected.

The only man-of-war in port is the *Albatross*; she will leave next week.

From Corea I have no news to report.

The British s.s. *Edorado* broke her shaft in the river and will be towed to Shanghai by the s.s. *Taku*, which left this morning for Tientsin. The Chefoo Road Lotteries were drawn on the 16th inst.; the Compradore of one of the firms here was the winner of the first prize \$500.—*Mercury*.

## TIENTSIN.

20th October, 1882.  
During the last few days owing to the continual downpour of rain, the ground was not in condition for training; but now with a North-east wind and sunshine the course will by Monday be in good order to resume training.

Tourists and globe trotters seem still lingering about this northern region, passing and re-passing between here and Peking, and the Globe Hotel has at least a dozen rooms engaged by travellers.

A new branch of industry, or enterprise, has taken form here in the shape of a Dispensary, and the proprietors have designated it the "Tientsin Dispensary." It is situated in the Tso-tse-ling, a very neat and concise building, and well stocked with drugs, chemicals, patent medicine, and photographic pensils, as well as European medicine prepared for the Chinese, and with the directions in Chinese characters. This new institution will be hailed with delight and welcomed not only by the native element, but by all classes of the European community, and we trust such a boon will be well supported. The proprietors are Messrs. Mactavish & Lehmann, of No. 1, The Bund, Shanghai.—*Mercury*.

## COLLISION ON THE YANGTSE.

THE "HANYANG" SUNK.

The *Kiangkwan* arrived yesterday and reported a collision on the Yangtze, yesterday morning, between the British steamer *Hanyang*, Captain Fox, 404 tons, one of Mr. McElin's steamers, and the American lorcha *Annie*, Captain Turner, 150 tons. The *Annie* cleared at Shanghai on the 25th instant for Hankow, and the *Hanyang* from Hankow left Chinkiang on Saturday night, at about 8 o'clock, bound to Shanghai, and was expected here yesterday. The collision took place at about 3 a.m. It was moonlight, but the sky was overcast, making it difficult to see clearly at times. Some twelve or thirteen miles above the North Ties and further up the river is Kiushan Point Beacon, on the north side of the river, Kiushan Point itself, where the light was formerly put up, being on the south side of the river, but on account of the banks shifting, the light had to be shifted also. By day, a ball surmounts the beacon pole, but at night, a white lamp is hoisted in addition to the ball, which is a fixture. Abreast of Kiushan Beacon, is King Island about a mile distant. To the westward is a sand bank, but there is plenty of water, 13 fathoms being marked on the chart in some places. The *Hanyang* reached the vicinity of the Beacon, where the lorcha was at anchor, perhaps within a mile off, when the accident occurred. The *Hanyang* had her lights burning. The *Lorcha*'s anchor light was up also, but reported burning dimly. How the accident happened, we have been unable to ascertain, but the two vessels came into collision, the bow of the lorcha coming into contact with the port side of the steamer below the after cargo port, and the anchor of the lorcha made a hole in the *Hanyang*'s side, below the water line. As the *Hanyang* was deeply laden, the hole could not be stopped. The *Hanyang* immediately commenced to fill. Directly after the accident, Captain Fox appears to have steered for the North bank of the river and beached her—or attempted to do so—about two miles above Kiushan Beacon. While he was trying to do this, the *Kiangkwan*, Captain Bassett, from Hankow, came in sight. Captain Fox made signals of distress, and these were seen by the *Kiangkwan*. Captain Bassett steamed as close as he could and anchored, and sent off three boats. Before this had been done, Captain Fox had lost one of his boats, and landed a number of his passengers, as he was able in the short time he had at his disposal, and while the *Kiangkwan*'s three boats were approaching, he

succeeded in lowering his other boat. In the meantime, the *Hanyang* was sinking rapidly, her stern going down and her bow tilting up. Before this, Captain Fox had got out an anchor to prevent the ship slipping into deep water. On the chart it marked four fathoms of water, but outside that spot it is much deeper, so that it is probable the *Hanyang* has slipped off the bank and disappeared in deep water. The *Kiangkwan*'s boats took off the wreck a number of Chinese, including the *Hanyang*'s second compradore, the compradore's men, and some of the native passengers.

We are glad to learn that notwithstanding the hour at which the collision occurred, no lives are known to have been lost. Captain Fox and his officers were perfectly cool and collected, and their orders were carried out without confusion. Besides Capt. James Fox, there were on board Mr. R. C. Weeks, Chief Officer, Mr. T. Gilbert, Chief Engineer, Mr. G. Thurlie, and officer, Mr. P. Orin, second engineer, and the crew, including native pilots, compradores, and their tally men, numbered about 40 in all. There was also a foreign passenger on board. Captain Fox, finding the vessel rapidly sinking, had to abandon the ship, and he landed with everybody, except those taken off by the *Kiangkwan*'s boats—on the North side of the river nearest the wreck. The *Hanyang* then sank, all that remained visible being the Captain's cabin on the upper deck, her masts and part of her funnel. She heeled over before going down and then straightened up again, but the water was much deeper at her stern than forward and as she now lies, her masts are inclined at an angle of about 45 degrees towards the stern.

The *Kiangkwan*, on finding that the wreck about an hour, and then turned round and went to see if she could render any assistance to the lorcha. Her Captain said he did not want any help and that the vessel was only making a little water. His head gear, however, was carried away by the collision. We learn that the *Hanyang*'s papers were saved and put on board the *Kiangkwan*.

The *Kiangkwan*, on finding that she could render no further assistance, proceeded on her voyage and arrived here yesterday at noon. We append her report as follows:—

Sunday, 29th Oct., at 3.30 a.m., off Kiushan Point, made out a steamer ahead, burning a blue light. She appeared to be ashore on the steep left bank with her bow high out of the water. Rounded to close under her stern and anchored, sent away two life-boats and pig, each in command of an officer. The boats in a few trips brought back all the passengers, 35 in number. The steamer proved to be the *Hanyang*, which 20 minutes before had collided with a lorcha. The steamer appeared to be gradually sliding off the steep bank, and about four o'clock only the Pilot-house was above water. The *Kiangkwan* then proceeded to the lorcha about 30 miles above, and found her to be the *Annie*, at anchor bound up the river; she had lost her bowsprit, catheads, etc., and was making a little water. Captain Fox and his crew had left his steamer in their boats. We supplied him with provisions to camp on the opposite shore. No lives are supposed to be lost. The sky was cloudy and there was scarcely any wind. At 4.40 a.m. *Kiangkwan* proceeded on her voyage.

It will be remembered that the *Hanyang* was sunk in collision with the *Kungwo* on the 19th of November 1880. As the *Kungwo* was found to blame, the owners paid Mr. McElin some £30,000 as compensation. We learn that the *Hanyang* was partially insured this time. Captain Fox and Mr. Gilbert arrived by the *Wuhu* at noon to-day from the wreck. They report that the *Hanyang* has broken up and disappeared. She had been beached abreast of the Kiushan Beacon, but she slid into deep water and sank, her masts and houses coming up as the steamer went down. The strong ebb tide broke her up and she has disappeared altogether.—*Courier*.

## THE INDIAN MAIL.

We take the following telegraphic items from the Calcutta *Indian Daily News* received by the steamship *Arratoon Apar*, Captain A. B. MacTavish, which arrived in harbour this morning:—

CONSTANTINOPLE, September 24th.  
Turkey having conceded all points to Greece respecting the frontier dispute, the conference proposed by Russia has therefore been abandoned.

Considerable agitation exists at Mecca, although order has been restored.

The Grand Sheriff has been deposed and imprisoned.

September 25th.  
Abdullah Daoud, the brother of the Sheriff of Mecca, who was murdered some months ago, has been appointed Grand Sheriff of Mecca.

LONDON, September 30th.  
Official accounts of the explosion at Cairo attribute it to the accidental burning of a shell caused by the concussion of the trucks whilst shunting.

Ten days' rations and one hundred trucks of military stores have been burnt.

Five men were killed and twenty wounded.

The *Times* publishes a paragraph, stating that Admiral Seymour is disinclined to accept the peerage offered to him.

The *Times* in a leading article this morning, announces that it has been decided to retain 12,000 British troops in Egypt.

MENAI, September 30th.

Rioting against the Jews has taken place at Pressburg, and martial law has been proclaimed.

LONDON, October 31st.

The Review at Cairo yesterday was a great success.

The troops took two hours drilling past.

The natives were much impressed with the sight.

The Indian troops will leave Egypt immediately. The Guards leave on 30th October.

Eight Arabs have been arrested for extending the fire caused by the late explosion.

The Khedive and Admiral Seymour have been appointed by the Sultan the second highest grade of the order of the Osmanli.

General Adey returns to England to advise the Government respecting the details of the temporary British occupation of Egypt.



LONDON, October 5th.

At a Conservative meeting held at Glasgow, Sir Stafford Northcote made a speech in which he said the war in Egypt was unnecessary, and therefore unjustifiable, and was due to Mr. Gladstone's dawdling policy at the outset of the Egyptian difficulty. He admitted that the success to our arms had placed a liberal Government on the top of the wave of popularity, but anticipated that a great reaction would set in when their policy came to be discussed.

The Standard publishes a telegram from Vienna stating that the British Government has promised to permit the Khedive to recruit in India for his Gendarmes, provided it be officered by British officers.

LONDON, October 5th.

The 20th and 29th Bengal Infantry will embark on board the *Strathairn* at Suez to-day for India. General Macpherson and Staff embark on the 14th instant.

The embarkation of the British troops for Home commenced to-day, and will go on continuously until completed.

The British troops at Cairo will parade to-day for the purpose of saluting the holy carpet previous to its leaving for Mecca.

General Dorman has replaced Sir John Adey during the latter's absence in England.

October 7th.

The *Gazette* publishes a despatch of Sir Garnet Wolseyley describing the capture of Tel-el-Kebir. In it Sir Garnet specially commends the conduct of four young troops.

Our total loss is put down at 459 men.

The 63rd and 72nd Regiments have been transferred from the Indian to the British Military establishment.

Sir Julian Pauncefote has been appointed permanent Under-Secretary for Foreign Affairs, vice Lord Tenterden, deceased.

October 8th.

There is a revival of agrarian murders, and attempts to murder, in the West of Ireland.

General Drury-Lowe and staff have left Egypt for home.

The *Irish World*, published at New York, has closed a fund opened on behalf of the Land League, which it declares to be defunct.

October 9th.

Generals Willis and Hamley are under orders to embark for England.

Sir A. Alison will command at Cairo. The increased pay which was granted to the Egyptian officers by the Khedive under terrorism during the crisis which preceded the rebellion, has been formally revoked.

Fanaticism has been revived at Tanta and in the interior.

The Notables have sent a petition praying for the retention of the British troops.

ALMAHARA, October 10th.

A special telegram to the Pioneer from Cairo, dated October 9th, states that political changes are imminent.

An agitation among the members of the Chamber of Notables declares for independence under the protection of England.

The Control has been abolished, but the powers of the commission on the public debt are enlarged.

An English Under-Secretary is to be appointed to each department of the Government.

Executions of men implicated in the massacre of Europeans have taken place.

The last detachment of the Indian troops left.

LONDON, October 10th.

The British troops are rapidly leaving Egypt. The committee of enquiry into the Alexandria massacres has commenced its sittings.

It is understood that the British Government has formulated no proposals respecting Egypt, but that the powers are being sounded as to a future settlement.

ROME, October 9th.

The President of the Italian Ministry, in a speech made to his constituents to-day, laid great stress on the friendly relations which, he said, existed between Italy, France, and England.

CONSTANTINOPLE, October 9th.

The Porte considers Lord Dufferin's Note regarding the withdrawal of the British troops from Egypt too vague.

Pioneer's special, dated London 11th.—Surgeon General Maclean publishes a Defence of the Medical Department in Egypt.

Any irregularities were due to a sudden shifting of the base.

The *Times* acquits the department, but insists upon the enquiry as to who were culpable. The sick and wounded who have returned complain of scarcity and badness of the rations and brutal treatment on board the *Malabar*, and other transports.

An inquiry will probably be held.

Baker Pasha requires a year to reorganise the Egyptian Army, and deprecates the previous withdrawal of the British troops. Complaints are made by the Government about the delay of the settlement.

LONDON, October 13th.

Lord Northbrook, speaking at Liverpool yesterday, expressed great satisfaction at the evidence of sympathy shown by Mussulmans in India with the British policy in Egypt.

His Lordship said that the victories obtained by the British arms had not changed the policy of the Government. Annexation or exclusive dominion was not desired, and his Lordship stated his belief that the great powers felt confidence in the unselfish intentions of the British Government.

Sir A. Alison has been appointed to the command of the army of occupation in Egypt. Sir Garnet Wolseyley leaves for England on the 20th instant.

The papers on the Channel Tunnel scheme have been published, and show that the military opinions, with the exception of those expressed by Sir John Adey, have decided against its being carried into effect.

The *Times* publishes a scheme for a fresh-water ship-canal from Alexandria to Cairo and thence to Suez.

It would be available for irrigation, and is estimated to cost ten millions pounds.

## MAILS EXPECTED.

## THE FRENCH MAIL.

The Messageries Maritimes Company's steamer *Stirling* left Saigon for Hongkong at 4 a.m. on the 2nd instant, and may be expected here on the 5th.

## THE AMERICAN MAIL.

The O. and O. steamer *Belgia*, with the next American mail, left San Francisco on the 10th ultimo, and is due here about the 8th instant.

The P.M. steamer *City of Peking*, with the succeeding American mail, left San Francisco on the 21st ultimo, and may be expected here on or about the 19th instant.

## STEAMERS EXPECTED.

The O. S. S. Co.'s steamer *Nestor*, from Liverpool, left Singapore on the 30th ultimo, and is looked for here on or about the 6th instant.

The steamer *Breconshire* left Singapore on the 31st ultimo, and is due here on or about the 6th instant.

The steamer *Gordon Castle* left Singapore on the 31st ultimo, and is due here on or about the 7th instant.

The N. L. S. N. Co.'s steamer *Alph*, left Batavia on the 20th instant, and may be expected here on or about the 16th.

## THE GAMBLER'S WIFE.

BY IMPRIMATUR.

"What new beauty have we here, Carl?" I asked, taking a small colored picture from among the mass of papers, pamphlets, wrapping paper, etc., that covered the table and floor of the library, and which would have told plainly enough to all acquaintances that Carl was at home once more, after this, his longest ramble in foreign lands, without the corroborating testimony of cigar smoke, or the lounging figure in the old rocking-chair.

For this brother of mine never spent over six months of the year in the beautiful country home of his childhood, giving the other six to whatever place or people he felt most entertained on short notice. The last three months had been spent in Paris, so I conjectured the little gem of art I held in my hand was a French beauty; the pure outlines and exquisite complexion looking most life-like as they smiled up at me from the tinted card. But notwithstanding the great beauty of contour and feature, there was a frightened, almost hunted look in the dark eyes that told of tragedy, or at least anticipated it.

"Who is she, Carl? The eyes affect me strangely, with their wild, frightened look. There is a reign of terror in their equal to the one her ancestors passed through. I almost see the shadow of the guillotine in their weary depths."

"Let me see; all my little sister, may you never know so hard a fate as this poor girl encountered and succumbed to. No, she is not French—a Russian—but married to a Frenchman." And Carl took the picture from my hand and placed it on a small easel above his desk. "I will tell you about her, Louie, if you have an hour, and I will tell why I told you."

"It was while Tom Barnes was with me last June, and when we left Versailles for Paris that I first saw Madame Littere—though I think the name an assumed one. We had to run to prevent being left, I remember, and Barnes, out of humor because of it, plunged his face into his book, and left me to my own resources."

"As soon as I was comfortably settled in, as usual, began scrutinizing my travelling companions, and to try to imagine who and what they were. There were four besides 'ourselves' in the carriage. One a quiet, middle-aged Englishman, who was soon asleep in his corner. The two who sat next myself were evidently husband and wife, though he paid her none of the attention and politeness usually accorded in public, even if dispensed with privately. He was a pale, quiet man of twenty-five, perhaps, richly but quietly dressed, and seemingly taking no notice of any one around him. The wife, too, was pale, and much as she looked there in that little picture. Her dress though simple was perfect, and evidently the production of some first rate artist. Her whole style proclaimed her at once to belong to the higher order of society."

"She seemed to be suffering, and frequently put her hand to her forehead; and I observed upon the delicately-formed, ungloved hand a costly diamond. It was a beauty; and I enjoyed looking at the flashing gems as she caressed a small English dog that often looked up at her with affectionate recognition."

"The other passenger I could not make out at all. He was elderly, commonly dressed, and with scant gray hair and heavy whiskers. His piercing eyes were frequently placed on the silent young married couple, and then he seemed as utterly oblivious of them as they of him. What was his nationality? Was he with them or a stranger like myself? I could not tell. And the more I looked the more uncertain I became. I thought, too, there seemed an effort at disguise. He kept his face averted all he could, consistent with his watchfulness of the quiet young husband that he at times eyed so very persistently."

"We sped along over the beautiful road, each absorbed in his own reflections, broken only by an occasional low sigh from the lady, and soon arrived at our destination. The train stopped, and as none of my companions showed any disposition to move first, I aroused Barnes from the depths of his rapture and we left the carriage."

"Dinner over, we went to the theatre, and afterward, by the persuasion of a friend, to a private gambling house. I was greatly surprised on entering, to see my elderly travelling companion seated at the table, his eyes and manner keen as ever, and deep in a game of *rouge et noir*. It was early yet, and very few people were present; but every sound was hushed, and the game went on in dead silence, broken only by the voices of the dealers calling the result of the games, and the rattling of the gold as it was raked from one to another. The old man seemed in luck for the time being, and won every game. I thought a gleam of satisfaction shone over his face as the door opened and our other travelling acquaintance from Versailles—the quiet, careless husband—entered and sat down to play."

"I did not play that night, and my whole attention was given to those two. The young man lost from the first deal. Roulette after roulette was swept from the table by his watchful old opponent; but still he played on. The large sums at stake and his pale, excited face, deeply interested me, and I sat on and watched him until late at night, when he left the room, his last Napoleon gone."

"After supping at a coffee-house I went back to my room at the hotel, but for some cause could not sleep. The heat was oppressive and my room small, besides, the game I had been watching had excited me strangely, and I only fell into a troubled sleep near morning."

"I was awakened about daylight by voices in the adjoining room—those of a man and woman, evidently the man's voice was low and pleading, and the woman's seemed to be crying. I could hear enough to understand that she was refusing him some request, for his tones became loud and threatening, and at last I heard him say: 'If you refuse me, you seal my ruin and your own. I have no more gold—and I must have the diamonds to retrieve myself.'"

"Hysterical sobs were the only answer he received, and he continued: 'Something tells me I shall win to-night, and I must have the ring.'"

"Never, Charles! I cannot give it up. It is all I have left. It was my mother's, and I will not let it leave me."

"The man's voice was so choked with passion that his words were inarticulate, but with a burst of wild anger he left, slamming the door after him. The woman's sobs became lower, her crying ceased, and I fell into another nap, not waking until near ten."

"I saw neither of my gambling acquaintances that day, and the night found me again in Monsieur Carlo's rooms. The old man was again on hand—not satisfied, I thought, with his winnings of the night before—and again I saw a gleam of satisfaction cross his face as his victim of the previous evening came in and got ready to play."

"Make your game—the game is made up," cried the dealer, and was about to deal the cards when the young man who had just entered called out in a loud voice: 'Fifty Napoleons upon the red!'

"Seeing he placed no money upon the table, the croupier paused a moment, then said: 'Sir, you must stake the money.'"

"The gambler started and turned paler than ever, a long, shuddering sigh broke from him as he felt first in one pocket, then in another, and finally grasped his hat and fled from the room. The playing went on for a while longer, and then one by one they went out, leaving only the attendant, the old keeper of gambler, and myself present. Something—an undefined feeling of interest in the unhappy young man who had left

the house in such despair a short time before—helped me there. I must see if he returned."

"Suddenly the door opened and he ran in, as if fleeing for his life. I shall never forget that sight, Louie. His face was ghastly, his dress disordered, and he trembled as though with age. As he rushed up to the table, in the strong glare of the lights I saw great drops of perspiration standing on his brow. He thrust his hand in his pocket and tossed a ring down before his opponent."

"There! it is worth ten thousand francs. Now cover my stakes," he cried.

"I instantly recognized the beautiful diamond as the one his wife had worn in the cars, and the conversation I had heard that morning came back to my memory, and I knew my fellow travellers were the man and woman I had heard disputing in the early morning hours. But he had succeeded in overcoming her determination, for he had the ring, and my heart ached for the poor wife as I wondered how he had obtained it."

"Red! I bet on the red!" again shouted the young man, and in a moment the croupier called 'Black wins!' and the ring was no longer his."

"With a wild cry the wretched loser fled from the house; and completely unmanned by what I had seen, I returned to my hotel, hoping the young man would soon follow me."

"I found them all—travellers, proprietor and servants, wild with excitement over the murder of the beautiful Russian lady. An hour before her maid had gone to her room and found her deluged in blood from a wound in her head, and dead. The husband had been in and left some few moments before. I went up to her apartment and to the bed where she lay. Her exquisite face was fairer than in life, for it had lost the unhappy look, and seemed at peace. As I turned to leave the room I saw this picture among a heap of things turned out of a man's travelling case, and appropriated it. Probably the husband had tossed it there in his search for some valuables to risk at the gaming table."

"The miserable man took his life before he was apprehended for his crime; and the old gambler who, first in one disguise, then in another, had followed the easily duped victim from city to city and won many thousands from him, left Paris before the husband and wife were carried to their last resting place in the beautiful burying-ground where his forefathers slept."

"Louie, this is why I refused to play, even with Howard, last evening. I have never touched cards since, and I never can again."

## HONGKONG TEMPERATURE.

(FROM MISS FALCONER &amp; CO.'S REGISTER.)

YESTERDAY.

Barometer—4 P.M. 30.174

Thermometer—4 P.M. 74.156

Thermometer—4 P.M. 74.156

Thermometer—4 P.M. (Wet bulb) 74.156

Thermometer—4 P.M. (Wet bulb) 64.156

To-day.

Barometer—9 A.M. 30.262

Thermometer—9 A.M. 74.156

Thermometer—9 A.M. (Wet bulb) 74.156

Barometer—1 P.M. 30.262

Thermometer—1 P.M. 74.156

Thermometer—1 P.M. (Wet bulb) 74.156

Thermometer—Minimum (over night) 74.156

Thermometer—Minimum (over night) 68.156

Thermometer—Minimum (over night) 68.156

Thermometer—Minimum (over night) 68.156

Thermometer—Minimum (over night) 68.156

Thermometer—Minimum (over night) 68.156

Thermometer—Minimum (over night) 68.156

Thermometer—Minimum (over night) 68.156

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## Commercial.

## THIS DAY.

## Noon.

The leading features of this morning's share transactions are a great rush on Banks, the increased firmness of Docks, and another turn of the tide in regard to Luzons. The movement in Banks is evidently an inspired one, and must, under all circumstances, be considered of more than ordinary importance. Cash sales have been booked at the advanced rate of 1.46 per cent. premium, and one transaction was actually put through at 1.47 before the demand for the scrip lessened. There are now, however, sellers at 1.47, and we even think that an offer of 1.46 would be accepted by certain holders, who held on tenaciously this morning, expecting that the stock would rise still higher, and by doing so just missed the market—for the present at least. An inquiry for Docks at 52 per cent. premium had not been met when our reporter left, but as the stock appears in good demand, perhaps business at a slightly higher figure may be negotiated in the course of the day. Luzons yesterday were weak at 104; to-day shares have changed hands at 105, and as there are buyers at the rate, a further rise seems certain—if the ordinary market indications may be supposed to apply to this most erratic of local stocks. Nothing else worth reporting has come under our notice.

## 4 o'clock p.m.

Since noon Banks have been further invested in at 1.46 for cash, and more are wanted at the same rate; buyers are now masters of the situation, no shares being procurable at the cash quotation. A sale at 1.50 for the end of January is reported, which is, taking into consideration the present cash rate, a somewhat mystifying proceeding. Canton Insurances are being enquired after at \$100 per share, without meeting with any response, holders of this scrip standing out for a higher figure. Further sales of Luzons at 106 have been put through, but the transactions were of a very trifling nature, though more shares could be placed at the above rate. No other stocks require special comment.

## SHARES.

Hongkong and Shanghai Bank—146 per cent. premium, buyers.  
Union Insurance Society of Canton—\$1,700 per share, buyers.  
China Traders' Insurance Company—\$1,550 per share, sellers.  
North China Insurance—Tls. 1,255 per share, buyers.  
Canton Insurance Company, Limited—\$100 per share, buyers.  
Yantai Insurance Association—Tls. 850 per share, sellers.  
Chinese Insurance Company—\$232 per share, sellers.  
On Tai Insurance Company, Limited—Tls. 150 per share.  
Hongkong Fire Insurance Company—\$107 per share, sellers.  
China Fire Insurance Company—\$342 per share.  
Hongkong and Whampoa Dock Company—52 per cent. premium, buyers.  
Hongkong, Canton, and Macao Steamboat Co.—\$32 per share premium, buyers.  
Hongkong Gas Company—\$80 per share, buyers.  
Hongkong Hotel Company—\$107 per share, buyers.  
Indo-China Steam Navigation Company, Limited—5 per cent. dis.  
China Sugar Refining Company, Limited—\$193 per share, sales.  
China Sugar Refining Company (Debtors)—3 per cent. premium.  
Luzon Sugar Refining Company, Limited—\$100 per share, sales and buyers.  
Hongkong Ice Company—\$161 per share, sales.  
Hongkong and China Bakery Company, Limited—\$60 per share.  
Chinese Imperial Loan of 1878—11 per cent. prem. ex. int.

## EXCHANGE.

ON LONDON.—  
Bank Bills, on demand ..... 3/4  
Bank Bills, at 30 days' sight ..... 3/3  
Bank Bills, at 4 months' sight ..... 3/9  
Credits, at 4 months' sight ..... 3/10  
Documentary Bills, at 4 months' sight ..... 3/10  
ON PARIS.—  
Bank Bills, on demand ..... 4.73  
Credits, at 4 months' sight ..... 4.84  
ON BOMBAY.—Bank, T.T. .... 224  
ON CALCUTTA.—Bank, T.T. .... 224  
ON SHANGHAI.—  
Bank, sight ..... 721  
Private, 30 days' sight ..... 731

## OPIUM MARKET.—THIS DAY.

NEW MALWA ..... per picul, \$580  
(Allowance, Taels 64.)  
OLD MALWA ..... per picul, \$640  
(Allowance, Taels 30.)  
NEW PATNA (first choice) per chest, \$568  
NEW PATNA (second) ..... per chest, \$562  
NEW PATNA (without choice) per chest ..... \$505  
NEW PATNA (bottom) ..... per chest, \$570  
NEW BENARES (without choice) per chest ..... \$530  
NEW BENARES (bottom) ..... per chest, \$537  
PERSIAN ..... per picul, \$360  
(Allowance, Taels 32.)

## Shipping.

## ARRIVALS.

MORAY, British steamer, 2,185, Wm. Tutton, 3rd November, Calcutta 18th October, Penang 24th, and Singapore 28th, Opium and General.—Jardine, Matheson & Co.  
PEARL, British steamer, 705, Grenfell, 3rd November, Saigon 25th October, Rice.—Bun Hin & Co.  
GLENCOR, British steamer, 1,901, E. F. Park, 4th November, Shanghai 26th October, Foochow 31st, and Swatow 3rd Nov., General.—Jardine, Matheson & Co.  
KWANTUNG, British steamer, 674, M. Young, 4th November, Foochow 31st October, Amoy 1st November, and Swatow 3rd, General.—D. Lapraik & Co.  
ARRATON ATCAR, British steamer, 1,392, A. B. MacLachlan, 4th November, Calcutta 18th October, Sandhead 19th, Penang 25th, and Singapore 28th, General.—D. Sassoon, Sons & Co.  
PELITO, French steamer, 2,500, Champenois, 4th November, Shanghai 7th November, Mails and General.—Messageries Maritimes.  
CHIANG HOCK KIAN, British steamer, 950, H. F. Webb, 4th November, Singapore 28th October, Merchandise.—Bun Hin Chan.  
CLEARANCES AT THE HARBOUR OFFICE.  
Amoy, British steamer, for Shanghai.  
Thales, British steamer, for Swatow, &c.  
China, German steamer, for Swatow.  
Cassandra, German steamer, for Saigon.  
DEPARTURES.  
November 3, Vorwarts, German steamer, for Shanghai.  
November 4, Nemo, Brit. str., for Swatow, &c.  
November 4, Durham, British str., for Guam.  
November 4, Amoy, British str., for Saigon.  
November 4, Ealing, British str., for Saigon.  
PASSENGERS—ARRIVED.  
Per Kwangtung, str., from Foochow, &c.—52 Chinese.  
Per Arratton Apcar, str., from Calcutta, &c.—Miss Vardon, Messrs. J. L. MacPherson, E. F. Hanby, Baboo Singhy, Churn Dutt, and Essur Chunder Mullick and servant, 2 Europeans and children, and 105 Chinese on deck.  
Per Moray, str., from Calcutta, &c.—Mr. Ayer, and 380 Chinese on deck.  
Per Pearl, str., from Saigon.—13 Chinese.  
Per Glencor, str., from Shanghai.—Mr. and Mrs. Noble, and 543 Chinese. From Foochow.—Mr. Silverlock.  
Per Pelito, str., from Shanghai.—Mrs. Willey, Miss Cross, Messrs. E. G. Hillier, Fehroustait, and H. de Lajoy, 20 Chinese, 3 Chinese, for Hongkong, for Singapore.—Mr. W. V. Drummond, and Chinese. For Port Said.—Mr. F. Timofonoff. For Marseilles.—Mrs. W. V. Drummond, Messrs. T. V. Moss, J. Samson, E. E. Voegel, Alex. Cairncross, F. Gallagher, and the Rev. Alex. Favier.  
Per Chiang Hock Kian, str., from Singapore.—270 Chinese.  
DEPARTED.  
Per Amoy, str., for Shanghai.—2 Europeans and 25 Chinese.  
Per Nemo, str., for Foochow.—Mr. Teheng Ki Tong.  
TO DEPART.  
Per Thales, str., for Swatow, &c.—1 European and 100 Chinese.  
Per China, str., for Swatow.—150 Chinese.  
Per Cassandra, str., for Saigon.—100 Chinese.

## REPORTS.

The British steamship Moray reports left Calcutta on the 18th October, Penang on the 24th, and Singapore on the 28th; arrived in Hongkong on the 3rd instant at 10 p.m. Had fine weather to lat. 13 North, then had strong monsoon to port.  
The British steamship Pearl reports left Saigon on Sunday, the 29th October. Passed Cape St. James at 8 p.m. Had moderate N.E. winds to Hainan coast; thence had fresh N.E. gale, shifting to N.W., until arriving at 7.30 p.m. on the 3rd instant.  
The British steamship Glencor reports left Shanghai on the 26th October at 11.30 a.m. Had light winds and fine weather to Foochow. Left Foochow on the 31st at 11.30 a.m. Had light winds and fine weather to Swatow. Left Swatow on the 3rd instant at 4 p.m. Had strong N.W. winds and clear weather.  
The British steamship Arratton Apcar reports left Calcutta on the 18th October. Sandhead on the 19th; arrived in Penang on the 24th, and left again on the 25th; arrived in Singapore on the 27th, and left again on the 28th. In the China Sea had calm and fine weather to lat. 17 North; thence to port had strong monsoon.  
The British steamship Kwangtung reports left Foochow on the 31st October, Amoy on the 1st instant, and Swatow on the 3rd. From Foochow to Amoy experienced moderate monsoon, and from Amoy to Swatow had strong monsoon and considerable sea. From Swatow to port had strong Northerly wind and fine weather throughout. In Foochow H.M.S. Encounter. In Amoy the steamships Harbourside and Halling. In Swatow the steamships Tamul and Atholl.

VESSELS ARRIVED IN EUROPE FROM PORTS IN JAPAN, CHINA, AND MANILA.  
Primus ..... Manila, Sept. 6  
Alicia (s) ..... Hongkong, Sept. 6  
Alicia (s) ..... Shanghai, Sept. 8  
Glenora (s) ..... Shanghai, Sept. 9  
Hankow (s) ..... Hankow, Sept. 13

CHINA COAST METEOROLOGICAL REGISTER.  
THIS DAY'S TELEGRAMS.  
BAROMETER, THERMOMETER, &c.  
Direction of Wind, Force, Dry Thermometer, Wet Thermometer, Weather, Hour's Rain, Quantity fallen.

Barometer, level of the sea in inches, tenths and hundredths.—Thermometer, in Fahrenheit degrees, and wet bulb in the open air in a shaded situation.—Direction of Wind, is registered every two points, N., N.N.E., N.E., &c. Force of Wind, 0 calm, 1 to 3 light breeze, 3 to 5 moderate, 5 to 7 fresh, 7 to 9 strong, 9 to 10 heavy, 10 to 12 violent.—State of Weather, B. Clear blue sky, C. Cloudy, D. Drizzly, F. Fog, G. Foggy, H. Hail, L. Light squally, M. Misty, S. Snow, T. Thunder, U. B. Drizzling, V. Visibility, W. Storm, X. Calm. The entries are repeated to indicate any increase over the mean average of their significance. Rain.—The hours of rain for the previous 24 hours (noon) are registered from 1 to 24; the quantity of water fallen is indicated in inches, tenths and hundredths.

## SHIPPING IN HONGKONG.

## STRAINERS.

BENLEDI, British steamer, 999, J. Ross, 31st October, Bangkok 24th October, General.—Gibb, Livingston & Co.  
CASSANDRA, German steamer, 928, T. Wagner, 28th October, Saigon 23rd October, Rice.—Geo. R. Stevens & Co.  
CATTERTHUN, British steamer, 1,407, J. Miller, 26th October, Sydney 30th September, Townsville 5th October, Cooktown 7th, Thursday Island 9th, Port Darwin 14th, Eltopura (North Borneo) 21st, General.—Gibb, Livingston & Co.  
CHARLES T. HOOK, British steamer, 902, W. Jarvis, 30th October, Bangkok 22nd Oct., Rice.—Thos. Howard & Co.  
CHINA, German steamer, 648, H. Schoer, 3rd November, Swatow 2nd November, General.—Yuen Fat Hong.  
CONSOLATION, British steamer, 766, W. B. Lindsay, 31st October, Bangkok 23rd October, Rice and General.—Jardine, Matheson & Co.  
DANVIE, British steamer, 561, Jordan, 31st Oct., Bangkok 22nd October, General.—Yuen Fat Hong.  
DEUTERUS, German steamer, 1,197, A. E. Luthjens, 30th October, Saigon 25th October, Rice.—Ed. Schellhass & Co.  
FAME, British steamer, 117, Stopani, (tug plying) Hongkong and Whampoa Dock Co.  
GABRIEL, British steamer, 1,713, Hallett, 27th October, San Francisco 28th September, and Yokohama 21st October, Mails and General.—O. & O. S. S. Co.  
GLENCOR, British steamer, 894, J. Speechly, 2nd November, Saigon 27th October, Rice and Paddy.—Gillman & Co.  
HIMALAYA, British steamer, 514, W. R. Beedle, 31st October, Saigon 24th October, Rice.—Butterfield & Swire.  
HONGKONG, British steamer, 67, April 14th, Kwok Acheong & Sons.  
MENZALIN, French steamer, 1,273, Homery, 3rd November, Yokohama 28th October, Mails and General.—Messageries Maritimes.  
NAM-VIAM, French steamer, 435, A. Garceau, 21st October, Haiphong 18th October, and Hoihow 19th, General.—Shing Loong.  
PANDORA, Austro-Hungarian steamer, 2,111, Giovanni Sturli, 30th October, Trieste, Bombay, and Singapore 22nd Oct., General.—Melchers & Co.  
PETER DEK GROSSE, Russian str., 548, Schrock, 14th October, Cronstadt 8th July, General.—Melchers & Co.  
SEA GULL, American steamer, 48, Hayden, Nov. 24th, China Traders' Insurance Co.  
SUAL, British str., 262, Parker, October 11th, Manila 11th October, General.—Melchers & Co.  
THALES, British steamer, 820, T. G. Pocock, 3rd November, Swatow 2nd November, General.—D. Lapraik & Co.  
YOUTUNG, British steamer, 286, H. Kennett, June 23rd, Quanghai 10th June, General.—Kwok Acheong & Sons.

## SAILING VESSELS.

AGNES MUIR, British bark, 851, James Lowe, September 29th, London 14th June, General.—Gibb, Livingston & Co.  
ANNA, German bark, 447, W. Jessen, 26th Oct., Touron 9th October, General.—Wieler & Co.  
ANTICOR, American brig, 987, H. J. Hemingway, September 5th, Newcastle, N.S.W., 12th July, Coal.—Adamson, Bell & Co.  
ELLA S. THAYER, American ship, 1,098, Davis, 22nd October, put back.—Russell & Co.  
BRIN'S ISLE, British ship, 1,798, J. Fleming, August 20th, Cardiff 22nd April, Coal.—Gibb, Livingston & Co.  
GLENVUE, British 3-m. sch., 213, D. Thomson, Oct. 12th, Newchwang 29th Sept., General.—Wieler & Co.  
GLOAMING, British ship, 1,490, Densmore, 18th October, New York 2nd June, Kerosine Oil.—Melchers & Co.  
JENNIE HARKNESS, American bark, 1,373, Ambury, 27th October, Newcastle, N.S.W., 5th September, Coals.—Adamson, Bell & Co.  
KISHON, British bark, 491, Thomas S. Hawley, 2nd November, Newchwang 20th October, Beans.—Chinese.  
LOTHIAN, British ship, 794, T. C. Boulton, 15th September, London 12th May, Coal.—Arnhold, Karberg & Co.  
MARINA, Brit. bark, 664, Langlois, October 13th, London 29th April, General.—Adamson, Bell & Co.  
MARY STEWART, British bark, 484, A. Thompson, 2nd November, Sydney 4th September, Coals.—Captain.  
MEYER, German bark, 524, T. Hartmann, 23rd October, New York 17th July, Kerosine Oil.—Melchers & Co.  
MERCURY, American ship, 1,156, J. L. Panno, September 19th, Singapore 8th Sept., Timber.—Chinese.  
MOMMSEN, German ship, 1,250, A. R. Wiels, September 29th—Cardiff 11th May, Coals.—Melchers & Co.  
N. HOYTUN, American bark, 1,066, Wm. E. Nasson, October 11th, New York 4th May, Petroleum.—D. Lapraik & Co.  
PHINEAS PENDLETON, Amer. ship, 1,300, A. N. Laffin, October 4th, Yokohama 24th Sept., Ballast.—Russell & Co.  
PROSPERITY, Siamese bark, 476, D. Michaelson, August 21th, Bangkok 11th August, General.—Chinese.  
ROCKHURST, British ship, 1,400, Balfour, September 1st, Cardiff 27th April, Coal.—Russell & Co.  
RUTHIN, British ship, 1,187, R. B. Monkman, August 26th, Penarth 9th May, Coal.—Russell & Co.  
SAMUEL D. CARLETON, American bark, 884, Geo. A. Freeman, October 9th, Newcastle, N.S.W., 10th August, Coal.—Order.  
SMYRNIOTI, British bark, 339, M. Olsen, 31st October, Bangkok 28th September, General.—Siemens & Co.  
THREE BROTHERS, British bark, 366, H. Kahle, Swatow 22nd October, General.—Ee Tye Hong.

## RIVER STEAMERS.

Hankow, British steamer, 2,235, Ogston.—Butterfield & Swire.  
Ho-nam, British steamer, 1,244, Barnett.—Hongkong, Canton, & Macao Steamboat Co.  
Kiu-kiang, British steamer, 617, T. Denning.—Hongkong, Canton, & Macao Steamboat Co.  
Kiang-ping, Chinese steamer, 360, Holmes.—C. M. S. N. Co.  
Kiang-chow, British steamer, 159, Goggin.—Hongkong, Canton, & Macao Steamboat Co.  
Pawan, British steamer, 1,800, Hayland.—Hongkong, Canton, & Macao Steamboat Co.  
Spank, British steamer, 140, Hayland.—Hongkong, Canton, & Macao Steamboat Co.  
White Cloud, British steamer, 280, A. Benning.—Hongkong, Canton, & Macao Steamboat Co.  
Yot-ant, British steamer, 180, McDougall.—Hongkong, Canton, & Macao Steamboat Co.

## CANTON.

NINGPO, British steamer, 761, R. Cass, 2nd November, Shanghai 30th Oct., General.—Siemens & Co.  
—AMOIY.

In Port on 26th October, 1882.  
Albatross, German schooner, 216 (Brunnsa)—Pasdag & Co.  
Hedvig, British bark, 375, (Davey)—Pasdag & Co.  
Lucky, Siamese bark, 424, (Siqueira) Dauver & Co.  
Willie, German 3-masted schooner, 274 (O. Olin)—Doyle & Co.

## FOOCHOW.

In Port on 26th October, 1882.  
Gustav & Marie, German bark, 355 (Buhersch)—Siemens & Co.  
Johann Carl, German schooner, 145, (Ploger)—Kaw Hong Take & Co.  
Starlight, Siamese brig, 240 (Rofod)—Arsenal.

## SHANGHAI.

In Port on 26th October, 1882.  
Brenda, British brig, 291, (Swanson)—Nils Moller.  
Charley, British bark, 359 (Schroder)—Nils Moller.  
Chingtah, Chinese bark, 472 (Taylor)—C. M. S. N. Co.  
Corfu, British bark, 387, (Fisher)—Captain Fochow, Siamese bark, 301, (Guldberg)—Siemens & Co.  
Herbert Black, American bark, 573, (Treat)—Lewis & Hopkins.  
H. E. Tapley, British ship, 946 (Finlayson)—Captain.  
Ismit, British ship, 1,259 (Cann)—C. & J. Trading Co.  
J. D. Brewer, American bark, 962, (Josselyn)—Russell & Co.  
Kassa, British bark, (Brown)—Captain.  
Leander, British bark, 846 (Hamilton)—Melchers & Co.  
Luzon, American bark, 1,592 (Willey)—C. & J. Trading Co.  
Manheim, Swedish schooner, 463 (Janssen)—Russell & Co.  
Oree, Italian bark, 881 (Zino)—Chapman, King & Co.  
Oswingo, British bark, 678 (Kewin)—Chinese.  
Palnam, British brig, 254, (Downie)—Mackenzie & Co.  
Pelham, British bark, 340 (Agnew)—Captain.  
Tetuan, British bark, 437 (Hyne)—J. J. Buchheiser.  
Zebina Goudry, British bark, 1,037, (Cook)—Melchers & Co.

## YAGASAKI.

In Port on 21st October, 1882.  
Hermann, German bark, 453, (Pena)—Holme, Ringer & Co.  
W. Siegfried, British bark, 417, (Hanson)—Chinese.

## YOKOHAMA.

In Port on 20th October, 1882.  
A. Marshall, British bark, 922, (E. McFaden)—E. Isaac Brown.  
Black Diamond, German bark, 670 (Boyd)—P. Bohm.  
Else, German brig, 287 (Holm)—P. Bohm.  
Ino, German bark, 344 (Holsen)—J. E. Collyer & Co.  
L. Hagen, German bark, 503 (Bush)—C. Illies & Co.  
Oswald, German bark, 445 (Boysen)—P. Bohm.  
Osego, American schooner, 36, (E. Pearce)—Captain.  
Queen Emma, British bark, 314 (W. Dow)—Walsh, Hall & Co.  
Zephyr, British schooner, 250 (Ewart)—P. Hodnett.

## MANILA.

Annapolis, British bark, 913—Peele, Hubbell & Co.  
Antoinette, Swedish bark, 1,014—F. Richardson & Co.  
Comet, German ship, 1,157—Ker & Co.  
Criegendarrsch, British bark, 946—Ker & Co.  
Dido, German bark, 605—C. Hainzen & Co.  
F. Mendelssohn, German bark, 923—Smith, Bell & Co.  
Hampstead, British bark, 1,116—Peele, Hubbell & Co.  
Lancashire, British ship, 1,159—Peele, Hubbell & Co.  
Salisbury, German ship, 1,113—Smith, Bell & Co.  
Schiffswerft, German ship, 805—F. Richardson & Co.  
Sooloo, American ship, 962—Ker & Co.  
Tanjore, British ship, 933—Peele, Hubbell & Co.

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.  
Albatross, screw sloop, 4 guns, Commander Errington, Chiefo.  
Champion, corvette, 14 guns, Captain W. L. H. Browne, Shanghai.  
Cleopatra, corvette, 14 guns, Captain C. J. Vidal, Shanghai.  
Curacao, corvette, 14 guns, Captain S. Long, Nagasaki.  
Daring, composite sloop, 4 guns, Commander F. J. Elliott, Yokohama.  
Encounter, steam corvette, 14 guns, Captain C. Robinson, en route Hongkong.  
Esk, double-screw gunboat, 3 guns, in reserve, Hongkong.  
Flying Fish, sloop, 4 guns, Lieut.-Commander Hoskyn, Surveying at Korea.  
Fly, double-screw gun-vessel, 4 guns, Lieut. Commander, Singapore.  
Foxhound, gunboat, 4 guns, Lieut.-Commander McQuhae, Hongkong.  
Iron Duke, double-screw iron frigate, 14 guns, Captain R. E. Tracey, Shanghai.  
Kestrel, double-screw gun-vessel, 4 guns, Commander J. E. Beacroft, Hongkong.  
Lilly, screw gun-vessel, 3 guns, Commander Evans, en route Hongkong.  
Magpie, surveying vessel, 4 guns, Lieut.-Com. Carpenter, Surveying at Korea.  
Midge, double-screw gun-vessel, in reserve, Hongkong.  
Moonbeam, gunboat, 4 guns, Lieut.-Commander J. H. Corke, Yokohama.  
Pegasus, sloop, 6 guns, Commander E. F. Day, Singapore.  
Sheldrake, gunboat, 4 guns, Lieut.-Comander M. Bridger, Shanghai.  
Swift, double-screw gun-vessel, 5 guns, Commander Collins, Shanghai.  
Tweed, double-screw gunboat, 3 guns, in reserve, Hongkong.  
Victor Emanuel, receiving ship, 20 guns, Commander Gunning, Hongkong.  
Vigilant, paddle despatch vessel, 2 guns, Lieut.-Commander C. Lindsay, Shanghai.  
Wivern, turret-ship, 4 guns, in reserve, Hongkong.  
Zephyr, gunboat, 4 guns, Lieutenant-Commander Pollard, Chiefo.

## Intimations.

## IMPORTANT INTIMATION.

WILL BE PUBLISHED ON OR ABOUT THE 1ST JANUARY, 1883.



(PUBLISHED BY AUTHORITY.)

THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST. A DIRECTORY FOR CHINA, JAPAN, AND THE PHILIPPINES, FOR THE YEAR 1883.

## PRICE TWO DOLLARS.

The above work will be published at the Office of this Paper, and will contain a Directory for the Ports in the large portion of Asia comprised between Penang, in the Straits Settlements, and the Northern Chinese Ports, including Formosa; the Treaty Ports of China and Japan; and the Philippine Islands; the British Colony of Hongkong; and the Portuguese Colony of Macao. The work will also contain the Principal Treaties between European countries and the United States and the countries East of the Straits, including the New Treaties between RUSSIA AND CHINA, BRAZIL AND CHINA, AND THE KOREAN TREATY; together with conditions of Trade, and the Port, Customs, Consular, and Harbour Regulations for the Ports of China and Japan; and a description of the Ports, with the latest Trade Statistics taken from the Reports of the Imperial Maritime Customs and other reliable sources.

The various Governments and Municipal Corporations have been applied to for information, and all Public Bodies and Companies, Bankers, Merchants, Consuls, and Professional and other Residents, will supply the necessary matter to ensure correctness, upon forms sent for that purpose. The Naval and Military portion will be taken from the latest published official lists and revised at Headquarters; in fact no pains will be spared to make "THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" a handy and perfectly reliable book of reference for all classes.

In addition to the information enumerated above "THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" for 1883 will contain a complete INDEX TO THE ORDINANCES OF HONGKONG; DR. E. J. EITEL'S CHINESE CALENDAR; A SPECIAL LIST OF FOREIGNERS employed in Steamers making short voyages from Hongkong; THE PRIVATE RESIDENCES of the Principal Government Officials, the Leading Merchants, the Foreign Consuls, Professional Men, Justices of the Peace, &c. A LADIES DIRECTORY, AND A Mass of interesting information on various subjects, culled from the most trustworthy sources.

A SPECIAL FEATURE IN THIS PUBLICATION WILL BE A CHAPTER ON SPORT, which will deal with almost every branch of sport including RACING, CRICKET, ATHLETICS, AQUATICS, &c., &c., &c.

The WINNERS of all IMPORTANT RACES at HONGKONG, SHANGHAI, FOOCHOW, and AMOIY, with times, and other interesting particulars, carefully compiled from the most reliable sources will make "THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST," a volume of interest to all classes of sportsmen.

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" for 1883 will be printed on a superior quality of Paper with a NEW FOUNT OF TYPE, specially ordered for the work, from THE PATENT TYPE FOUNDRY COMPANY, Red Lion Square, Holborn, London, and will be bound in a fashion unsurpassed by any work of the kind ever published in the FAR EAST.

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" will, in order that it may circulate extensively outside this Colony, be published at a POPULAR PRICE, and can be ordered at This Office for TWO DOLLARS.

There is not space in the compass of an Ordinary Advertisement to detail all the information introduced into the work, but it may be fairly asserted that no such Directory has ever been published, either in Hongkong, or any other part of the East, at the Price.

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" offers Special Advantages as an Advertising Medium. It will have an extensive circulation in all Ports between Singapore and Newchwang, and the scale of charges has been fixed at an exceptionally low rate. Terms can be learned on application.

Suggestions for the improvement of this work are respectfully solicited.

Orders for COPIES, and for ADVERTISEMENTS may be sent to the Agents at the various Ports, or to THE HONGKONG TELEGRAPH OFFICE, HONGKONG.

Hongkong, 7th September, 1882.

## Post Office.

## A MAIL WILL CLOSE.

For Swatow.—Per China, to-morrow, the 5th instant, at 5 A.M.  
For Singapore, Colombo, and London.—Per Glencor, on Monday, the 6th instant, at 2.30 P.M.  
For Straits, Colombo, and Bombay.—Per Pandora, on Monday, the 6th instant, at 5 P.M.  
For Swatow, Amoy, & Fochow.—Per Kwangtung, on Tuesday, the 7th instant, at 5 P.M.  
For Fochow, Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney, Melbourne, &c.—Per Catharine, on Wednesday, the 8th instant, at 2.30 P.M.  
For Nagasaki and Kobe.—Per Niigata Maru, on Friday, the 10th instant, at 3.30 P.M.

The Postal Guide published in 1879 being now somewhat out of date, a revised issue is printed in the Hongkong Directory and Hong List for the Far East for 1883, which supersedes all previous editions.

## MAILS BY THE FRENCH PACKET.

The French Packet "PEITHO" will be despatched on TUESDAY, the 7th instant, with Mails to the United Kingdom, Europe, and places beyond, via Suez, to Saigon, Straits Settlements, Batavia, Barmah, Ceylon, India (via Madras), the Australasian Colonies, Aden, Egypt, Malta, and Gibraltar.  
The usual hours will be observed in closing the Mails, &c.

## MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet "GALIC" will be despatched on WEDNESDAY, the 8th instant, with Mails for Japan, Straits Settlements, the United States, Canada, Honolulu, Peru, &c., which will be closed as follows:—  
At 2.15 P.M. Registry ceases.  
At 2.30 P.M. Post-office closes, but Correspondence may be posted on board the Packet with Late Fee of 10 cents extra Postage until the time of departure.

HOURS FOR CLOSING THE CONTRACT MAILS.  
THE FRENCH MAIL.—DAY BEFORE DEPARTURE. 5 P.M. Money Order Office closes. Post Office closes, except the night box, which is always open out of office hours.  
DAY OF DEPARTURE.  
7 A.M. Post Office opens.  
10 A.M. Registry of Letters ceases. Posting of all printed matter and patterns ceases.  
11 A.M. Mail closes, except for Late Letters.  
11.10 A.M. Letters may be posted with Late Fee of 10 cents until.  
11.30 A.M. when the Post Office closes entirely.  
11.40 A.M. Late Letters may be posted on board the packet with Late Fee of 10 Cents, until time of departure.

The English Mail packets will sail on the following dates:—  
Tuesday, 14th November.  
18th  
THE ENGLISH MAIL.  
The following hours are observed in closing Mails, &c., by the British Contract Packet:—  
DAY OF DEPARTURE.  
NOON.—Money Order Office closes.  
2.00 P.M.—Registry of Letters ceases. Posting of all printed matter and patterns ceases.  
3.00 P.M.—Mails closed, except for Late Letters.  
3.10 P.M.—Letters may be posted with late fee of 10 cents until.  
3.30 P.M.—when the Post Office closes entirely.  
3.40 P.M.—Late Letters may be posted on board the packet with late fee of 10 cents until time of departure.

SOLDIERS' AND SAILORS' LETTERS.  
1.—Privates in H.M. Army or Navy. Non-commissioned Officers, Bandmasters, Army Schoolmasters (not Superintending or First Class) Writers or Schoolmistresses may send half-ounce letters to the United Kingdom by mail at the rate of four cents (two-pence) each, which may be prepaid either in Imperial or in Hongkong Stamps. By private steamer the postage is two cents (one penny).  
2.—The same privileges apply to letters addressed to the Privates and Non-commissioned Officers named above.  
3.—Private steamers leave Hongkong for London about every ten days.  
4.—The letters must not exceed half an ounce. No handkerchiefs, jewellery, &c., can be sent, even with the ends open.  
5.—If from a Soldier or Sailor his class and description must be stated in full on the letter, the cover of which must be signed by the Commanding Officer, with name of regiment, ship, &c. in full. If to a Soldier or Sailor, his class and description, with name of regiment, ship, &c., must be stated in full.  
6.—Soldiers and Sailors have no privileges with regard to books or papers, nor can these be prepaid with Imperial Stamps.

LETTERS BOXES.  
Many boxes of letters are received at the Post Office not sealed, that is to say, the box is fastened with sealing wax, but there is no impression of a seal.  
The attention of boxholders is called to the necessity of carefully sealing such boxes with some recognisable seal, and of sending a child or receipt with them. The omission of the latter precaution leaves doubt as to whether the contents of the box ever reached the Post Office; the omission of the former, as to whether part of them might not have been abstracted for the sake of the Postage Stamps.

RATES OF POSTAGE.  
Letters, per 1 oz. 10 Cents.  
Post Cards, each 3 Cents.  
Books, Patterns, and Commercial 3 Cents.  
Papers, per 2 oz. 2 Cents.  
Newspapers & Price Currents each 2 Cents.  
Registration with return receipt 15 Cents.  
Commercial papers signify such papers as, though written by hand, do not bear the character of an actual or personal correspondence, such as invoices, deeds, copied music, &c. The charge is the same as for Books, but all packets of and under 4 oz. weight are charged 5 Cents.

LETTERS FOR THE UNITED STATES BY SAILING SHIP.  
When it is desired to forward letters to the United States by a sailing ship, which is not notified as carrying a mail, it is only necessary to post the letters in the ordinary way, marked with the name of the ship, and prepaid 10 cents per half ounce as usual. The Post Office then undertakes the duty of obtaining notice of departure and despatching the correspondence. It is requested that the letters be posted if possible at least one day before the date fixed for sailing.